

MARTELL'S
THREE STAR
BRANDY.
\$28 Per Case.
H. Price & Co.,
Sole Agents.

The China Mail

ESTABLISHED 1845.

KING EDWARD VII
SPECIAL
WHISKY
\$15.50 Per Dozen.
H. Price & Co.
Sole Agents.

No. 18,061

號九月二年五零百九千一英

HONGKONG, THURSDAY, FEBRUARY 9, 1905.

日六初月正年己乙

PRICE, \$3.00 Per Month.

MACWEN, FRICKEL & CO.

FORWARDING DEPARTMENT.

REGULAR Weekly Departures for

Europe and America.

Estimates for Freight and other charges

upon receipt of Cargo Capacity, Contents,

Weight and Value.

CHINA PARCEL EXPRESS.

Office—3, DUDELL STREET.

Hongkong, December 5, 1904.

Intimations.

THE VICTORIA SCHOOL at Tang

will be OPENED on 20th

MARCH, 1905.

The School will be open to children of

both sexes, but children 12 years of age will

not be admitted. For further particulars

application should be made to the Educa-

tion Department.

EDWARD A. IRVING,

Inspector of Schools.

Hongkong, February 7, 1905.

LOST.

IN the neighbourhood of the Public

Gardens, FOX TERRIER PUP,

black and white, with black. Answer to

owners to name of "FOX". Please return

to DAILY NEWS Co., Wyndham Street.

Hongkong, February 7, 1905.

WANCHAI STORING COMPANY.

NOTICE IS HEREBY GIVEN that this

Company is no longer carrying on

business and that the PARTNERSHIP

has been DISSOLVED.

THE WANCHAI STORING COY.

Hongkong, February 7, 1905.

NOTICE OF FIRM.

WE have this Day admitted Mr

PETER CHANATONG and Mr

JOSEPH CHANATONG as PARTNERS

in our Firm.

FERNANDEZ & CO.,

4, Argenta Street, East.

Hongkong, February 8, 1905.

WANTED.

A GODOWN in QUEEN'S ROAD CENTRAL

Apply to

Care of "CHINA MAIL" Office.

Hongkong, February 8, 1905.

ACCOUNTANT AND CLERK.

WANTED for the ROBINSON PIANO

Company.

Hongkong, February 3, 1905.

WANTED.

A First-Class CHINESE TEACHER

for a Day School. Must have a

thorough knowledge of English. Write

stating Qualifications, Testimonials, and

Salary required, to

C. C. R.,

Care of "CHINA MAIL" Office.

Hongkong, January 28, 1905.

HUMPHREY'S ESTATE & FINANCE

COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that on

and after this date, interest at the

rate of 8% per annum will be charged upon

all Calls in respect of Shares not fully Paid

Up from the day appointed for Payment of

such Calls, namely 3rd January, 1905.

JOHN D. HUMPHREY & SON,

General Managers.

Hongkong, January 11, 1905.

THE POPULAR
SCOTCH
IS
BLACK & WHITE



JAMES BUCHANAN & CO.

SCOTCH WHISKY DISTILLERS

By Appointment to

H.M. THE KING

and

THE PRINCE OF WALES

Supplied at all the leading Clubs and

Hotels, and to be obtained from LANE

CRAWFORD & Co., Queen's Road,

Central.

Business Notices.
W. S. BAILEY & CO.

SHIPBUILDERS, ENGINEERS,

BOILERMAKERS, BRASS & IRON FOUNDERS.

REPAIRS PROMPTLY ATTENDED TO.

COAST AND INVER STEAMERS, WATER BOATS,

LIGHTERS, TUGS AND FAST STEAM LAUNCHES.

WORKS: KOWLOON BAY.

OFFICES AND SALES ROOMS: 26, CONNAUGHT ROAD.

TWO 5-TON STEAM SWING CRANES (SECOND-HAND)

FOR SALE CHEAP.

HONGKONG, CANTON, MACAO

AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND

MACAO STEAMBOAT CO., LTD., AND THE CHINA

NAVIGATION COMPANY, LTD.

Hongkong-Canton Line.

S.S. HONAN, 2,363 tons, Captain H. D. Jones.

S.S. POWAN, 2,338 tons, Captain R. D. Thomas.

S.S. FATSHAN, 2,350 tons, Captain W. A. Valentine.

S.S. HANKOW, 2,073 tons, Captain C. V. Lloyd.

S.S. FINSAN, 1,995 tons, Captain J. J. Lossius.

Departures from Hongkong to Canton daily at 8.30 a.m. (Sunday Excepted), 9 p.m.

and 10.30 p.m. (Saturday Excepted).

Departures from Canton to Hongkong daily at 8.30 a.m., 3 p.m. and 6 p.m.

(Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the

River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

Hongkong-Macao Line.

S.S. HEUNGSHAN, 1,998 tons, Captain W. E. Clarke.

Departures from Hongkong to Macao on week days at 2 p.m.

Departures on Saturdays at 12.30 p.m.

Departures from Macao to Hongkong daily at 8.30 a.m.

Canton-Macao Line.

S.S. LUNGSHAN, 219 tons, Captain T. Hamlin.

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at

8.30 a.m., and leaves Macao for Canton every Monday, Wednesday and Friday at 8 a.m.

JOINT SERVICE OF THE H.K. & C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVI-

GATION COMPANY, LTD., AND THE LYO-CHINA STEAM NAVIGATION COMPANY, LTD.

Canton-Wuchow Line.

S.S. SAIKAM, 568 tons, Captain J. Wilcox.

S.S. NANKING, 568 tons, Captain C. Butchart.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday

and Friday at 8.30 a.m., and the other leaves Wuchow for Canton on the same days

at 8.30 a.m. Round trips take about five days. These vessels have Superior Cabin

Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

16, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel

Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD.

18

PELHAM HOUSE.

PRIVATE HOTEL, CENTRALLY SITUATED.

THREE MINUTES' WALK FROM POST OFFICE.

SPECIAL TERMS FOR MONTHLY BOARDERS.

RATES MODERATE.

29, WYNDHAM STREET.

Hongkong, September 6, 1904.

THOMAS' HOTEL.

A FIRST CLASS HOTEL, most centrally situated; Well Furnished and Airy

Bedrooms. Monthly Boarders accommodated on very Moderate Terms.

For Particulars, apply to

THE MANAGER.

1413

NOTICE.

AFTER having supplied the Public for

more than eighty years with GRASS-

CLOTH of Superior Manufacture, especial-

ly suitable to meet Foreign Demands, we

now beg to announce that we have made

large additions to our Business in the line

of SILK GOODS and EMBROIDERIES.

AN EARLY INSPECTION IS INVITED.

No article is genuine unless same bears

our Trade Mark "DRAGON & PHOENIX"

Beware of imitations.

YAU SHUN & CO.,

CHAI MUK LANE,

Canton.

January 12, 1905.

69

NOTICE.

THE HONGKONG & CHINA GAS

CO., LTD., beg to notify the

Public that the PRICE OF GAS will

be REDUCED from \$3.50 to \$3.00

per 1,000 cubic feet as from the 1st

February, 1905.

GEORGE CURRY,

Local Secretary.

Hongkong, February 1, 1905.

110

THE BEST GIFT

FOR THE WIFE

IS A

SINGER SEWING MACHINE.

Come and be convinced.

Showrooms:

1, WYNDHAM STREET.

Hongkong, October 3, 1904.

1282

Business Notices.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED

(SOLE AGENTS FOR BELL'S ASBESTOS CO., LTD., LONDON).

SAVE FUEL BY COVERING YOUR BOILERS AND STEAMPIPES

WITH

BELL'S ASBESTOS NON-CONDUCTING COMPOSITION.

ESTIMATES GIVEN

FOR WORK FINISHED COMPLETE.

OR SUPPLIED IN

Bags of 1 cwt. each.

Office: 4, DES VŒUX ROAD.

1

ARE NOW SHOWING FOR THE SEASON:

AXMINSTER, WILTON, BRUSSELS CARPETS.

NEWEST DESIGNS AND COLORINGS.

CURTAINS, All the Newest Styles.

CHENILLE, TAPESTRY, SERGE, ETC.

NEW AND SELECT DESIGNS IN TAPESTRIES

FOR

FURNITURE COVERINGS, CURTAINS,

BED AND TABLE LINENS, etc., etc.

INSPECTION INVITED.

LANE, CRAWFORD & CO.

STAG HOTEL.

148, QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL, MOST CENTRALLY SITUATED.

WELL FURNISHED AND AIRY BEDROOMS.

Monthly Boarders accommodated on very Moderate Terms.

For Particulars, apply to

THE MANAGER.

Hongkong, November 3, 1904.

1985

D. NOMA, TATTOOER.

60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. till 6 P.M. My 32 years

experience in tattooing is a guarantee of good work and prompt execution. My

Colours are absolutely fast and perfectly harmless, and produce a charming effect not

attained by any other, as their composition is only known to me. H. R. H. The Duke

of York, and H. R. H. The Emperor of Russia, both honoured me with their patronage;

besides many others of high rank. Prices Moderate and satisfaction guaranteed as

attested by 3700 recommendations which I have received from all Sources.

Hongkong, August 2, 1904.

1419

N. LAZARUS,

OPHTHALMIC,

SIGHT TESTED FREE. LENSES GROWN ON THE PREMISES.

A. S. TUXFORD, Manager.

Hongkong, October 1, 1904.

1707

CLARK'S STUDIO,

4, ICE HOUSE STREET.

PORTRAITURE IN ALL STYLES.

AMATEUR WORK A SPECIALITY.

Hongkong, October 5, 1904.

1812

The Peak Hotel.

Admirably Situated—Sheltered from the North-East Monsoon and Open to the

South-West Monsoon.

A COVERED GANGWAY LEADS FROM THE TRAMWAY TERMINUS

INTO THE HOTEL.

Telegraphic Address: "PEACEFUL."

TOWN OFFICE: 7, DUDELL STREET.

Hongkong, January 3, 1905.

18

DON'T! DON'T!!

BUY any of the CHEAP NATIVE CHAIRS until you have visited the

Factory of the

HARRIS-KEENEY CO.

and seen their Beautiful RATTAN, SEA-GRASS and LINEN FIBRE CHAIRS.

Nos. 1 to 14, SHAU-KI-WAN ROAD.

Hongkong, January 3, 1905.

19

GREGOR & CO.,

WINE AND SPIRIT MERCHANTS.

SANDEMAN & CO.'S PORTS.

Sandeman's Invalid Port Per Dozen Quarts \$20.00

Sandeman's Two Crowns Port " " 21.00

Sandeman's Fruity Old Port " " 22.00

Sandeman's Five Diamonds Port " " 32.00

Sandeman's Very Crusty Old Port " " 42.00

N.B.—All our Wines and Spirits are BOTTLED AT HOME, thereby ensuring to

our Customers all the advantages accruing from bottlings done at Home under the direct

supervision of the Growers and Distillers as compared to bottlings in China by China-

ment at the Service of European Firms.

34, QUEEN'S ROAD CENTRAL, First Floor.

(W. Powell & Co.'s Old Premises).

Hongkong, February 3, 1905.

2110

Business Notices.

GREEN ISLAND CEMENT CO. LD

Portland Cement.

In casks of 375 lbs net, \$5.00 per cask, ex Factory.

In bags of 250 lbs net, \$3.20 per bag, ex Factory.

FACTORIES—HONGKONG AND MACAO.

4

Name	Country and Description	Tonnage	Guns	H.P.	Captain	Station
Austria-Hungarian cruiser	2437	20	7300	Capt. Friedrich Grützmacher	Singapore	
Austria-Hungarian cruiser	1406	20	8000	Capt. Mird Pann	Hongkong	
French armoured gunboat	1736	10	1700	Comdr. Laferrière	Saigon	
French gunboat	301	7	400	Lieut. A. Varney	Saigon	
French gunboat	225	7	500	Lieut. Crespin	Canton	
French gunboat	477	5	150	Lieut. —	Saigon	
French gunboat	146	5	150	—	Saigon	
French gunboat	580	6	490	—	Saigon	
French cruiser	370	22	3000	Capt. Lefevre	Saigon	
French gunboat	140	5	150	—	Saigon	
French cruiser	8918	18	17,000	Captain V. Poldons	Haiphong	
French gunboat	525	4	438	Commander Lord	Wuhsing	
French gunboat	683	10	900	Commander L. East	Saigon	
French cruiser	4000	31	9500	—	Saigon	
French gunboat	—	—	—	—	Haiphong	
French destroyer	354	7	393	Lieut. Jehanno	Haiphong	
French cruiser	9376	36	20,200	—	Shanghai	
French gunboat	—	—	—	—	Haiphong	
French destroyer	307	7	340	Lieut.-Comdr. Bouassant	Haiphong	
French gunboat	1294	11	2200	Commander Le Gallier	Haiphong	
French cruiser	9790	12	16,500	Captain Oros	Shanghai	
French torpedo-boat	350	7	300	Lieut. de Veau Prat	Haiphong	
French gunboat	—	—	—	Capt. Honoré	Haiphong	
French gunboat	4015	27	8500	Comdr. Sonies	Yangtze	
French torpedo-boat	357	7	300	Lieut. de Worch	Saigon	
French cruiser	9437	8	6771	—	Haiphong	
French cruiser	7786	10	1700	Capt. Vincent	Saigon	
French cruiser	9855	—	20,000	Captain Oubier	Shanghai	
French gunboat	—	—	—	Lieut. Holgue	Shanghai	
French gunboat	6150	23	4560	Captain Blonde	Yangtze	
French gunboat	123	7	500	Lieut. Carol	Along Bay	
German cruiser	1857	15	2900	Comdr. Huss	Canton	
German flag-ship	11,009	36	14,000	Captain Prose	Manila	
German cruiser	1773	15	2900	Commander von Staditz	Singapore	
German cruiser	6250	34	10,000	Capt. Welser	—	
German cruiser	6520	37	10,000	Capt. Baron Schimmelman	Singapore	
German gunboat	1094	10	1800	Comdr. Baron von M. Hillebrand	Nanking	
German gunboat	203	10	1800	Comdr. Willbrandt	Shanghai	
German gunboat	850	10	1344	Comdr. Kroncke	Hongkong	
German gunboat	1508	8	375	Comdr. von Grumbkow	Manila	
German cruiser	1640	15	2800	Comdr. Fersius	Shanghai	
German cruiser	2680	24	8000	Captain Vot	Shanghai	
German gunboat	800	10	1800	Comdr. Deimling	—	
German gunboat	170	5	1800	Comdr. Giebler	Canton	
German gunboat	—	3	500	Lieut. Schaf	Shanghai	
Italian cruiser	2300	10	7471	Captain Borea Ricci	—	
Italian cruiser	3870	—	—	Captain Probitero	Shanghai	
Italian cruiser	2478	29	7000	Capt. Pescetto	Shanghai	
Portuguese cruiser	1954	14	4000	Captain d'Antas Ribeiro	Hongkong	
Portuguese gunboat	424	—	—	Captain Coimbra	Hongkong	
Portuguese cruiser	3215	29	6000	Capt. Manuel Vasco de Carvalho	Singapore	
Russian gunboat	120	—	—	Comdr. Guintr	Vladivostok	
Russian cruiser	2600	3	4700	Comdr. Granatchickoff	Port Arthur	
Russian cruiser	6000	37	24,000	Capt. Reitzenshtein	Shanghai	
Russian cruiser	7690	10	16,000	—	Port Arthur	
Russian gunboat	1035	3	1050	—	—	
Russian cruiser	8440	12	10,500	Comdr. Erjckevitch	—	
Russian cruiser	6731	6	8000	—	Saigon	
Russian gunboat	1456	3	1700	Capt. Nansenowsky	Port Arthur	
Russian gunboat	500	9	3200	Comdr. Yonrieff	Port Arthur	
Russian gunboat	1450	6	2900	Comdr. Zagaranaky	—	
Russian cruiser	12,304	44	14,500	Captain Liven	Vladivostok	
Russian gunboat	1900	6	1900	Comdr. Shumoff	—	
Russian gunboat	2224	7	1400	Commander Crown	Shanghai	
Russian cruiser	3000	6	17,000	—	Shanghai	
Russian gunboat	1490	6	2000	Comdr. Vasiloff	Port Arthur	
Russian battleship	12,574	16	14,500	Captain Koroleff	—	
Russian battleship	10,980	16	10,000	Captain Jakovlev	Damaged	
Russian battleship	12,674	15	14,500	Capt. Zatsarsky	Port Arthur	
Russian battleship	10,980	16	10,000	Captain Osoff	Port Arthur	
Russian cruiser	1334	10	1786	Comdr. Liven	Port Arthur	
Russian battleship	12,902	16	16,000	—	Port Arthur	
Russian protected cruiser	12,520	16	17,000	Captain Seppelrenapott	Vladivostok	
Russian protected cruiser	16,922	24	18,500	Capt. Serebrennikov	Port Arthur	
Russian battleship	10,980	16	10,000	Lieut.-Comdr. Ivanoff	Port Arthur	
Russian gunboat	950	3	1125	Comdr. Zegorskiy-Rudel	Port Arthur	
Russian gunboat	600	9	3300	Comdr. Abramoff	Port Arthur	
Russian cruiser	1230	15	1194	—	—	
U. S. cruiser	8769	28	7500	Capt. Dyer	Cavite	
U. S. gunboat	1000	12	1227	Capt. Rohrer	Shanghai	
U. S. torpedo-boat destroyer	420	7	8000	Lieut. G. Williams	Manila	
U. S. cruiser	4590	—	—	Capt. Sargant	Manila	
U. S. torpedo-boat destroyer	420	7	8000	Lieut. Irwin	Manila	
U. S. gunboat	238	10	800	Lieut. Disnaker	Hongkong	
U. S. torpedo-boat destroyer	420	7	8000	Lieut. R. P. Jessop	Manila	
U. S. cruiser	8312	19	7500	Comdr. Henry Otobachaus	Manila	
U. S. torpedo-boat destroyer	420	7	8000	Lieut. F. L. Smith	Manila	
U. S. torpedo-boat destroyer	420	7	8000	Lieut. A. W. Knox	Manila	
U. S. gunboat	580	10	6000	A.-Comdr. J. Hood	Shanghai	
U. S. gunboat	1392	8	1983	Comdr. P. E. Sanyer	Manila	
U. S. monitor	3960	3	3000	Captain Mahan	Shanghai	
U. S. monitor	4084	4	5244	Comdr. J. E. Milne	Cavite	
U. S. cruiser	3437	20	7500	Commander G. B. Harbo	Manila	
U. S. gunboat	10,288	45	11,111	Captain Burwell	Shanghai	
U. S. gunboat	231	3	250	Ensign J. E. Bass	Cavite	
U. S. gunboat	201	3	260	Capt. Bennett	Cavite	
U. S. cruiser	1000	14	—	Capt. J. H. Collins	Manila	
U. S. cruiser	3213	18	7500	Capt. Marshall	Shanghai	
U. S. cruiser	4068	27	9913	Captain Verr	Shanghai	
U. S. cruiser	1000	13	1118	Commander Marshall	Shanghai	
U. S. gunboat	347	3	509	Lieut. H. A. Wiley	Shanghai	
U. S. gunboat	1397	8	1894	Commander A. W. Dodd	Manila	
U. S. flagship	12,000	50	12,639	Captain Oliver	Shanghai	
1 Flagship of Rear-Admiral Folger.						
There is also a Philippine U.S. Squadron.						
* Flagship of Rear-Admiral de Jonquieres.						
+ Flagship of Vice-Admiral Bayle.						



CAPTURED.

THE ISLAND INVADIED.

Incidents of the Night.

(BY OUR SPECIAL "WAR" CORRESPONDENTS.)

If ever any of Great Britain's possible enemies take it into their heads to invade Hongkong—which, in such a contingency, is sure to be dubbed another Gibraltar of the East—they should select a night such as that which has just passed. I give this little bit of information on the chance that it will not be regarded as a military secret—for anything in that direction I am unable to give.

First of all the night was too rainy, and foggy, and cold to discover any, and second of all military secrets are generally so obscure that it is impossible for the mere layman to make head or tail out of them even if he has all the facts at his command.

A heavy pall hung over the island from the early evening, and as the night wore on, the darkness became so dense that it could have been felt by anyone whose fingers were not too numbed by the cold to respond to the will of the spirit. Moisture dripped from the eaves of the houses, and the whirr of the wind was so intense that it was almost impossible to slip a cartridge into the rifle when such action was necessary.

However, the defenders on the heights stared out into the fog gamely. They did not lose their heads over what they saw. Their range of vision was limited to a few feet—and it was utterly impossible for them to see anything. Consequently they cannot be blamed for not seeing the invaders when they landed.

Most people are aware that this attempt upon the island was made so that General Slade could have an opportunity of judging of our efficiency, and a manoeuvre was arranged in which a naval force consisting of the "Hogue," "Astraea," "Iphigonia," and "Andromeda," four torpedo boat destroyers and two torpedo-boats should attempt to land troops and capture the island.

On board the cruisers were a thousand Indian troops, and the naval force was commanded by Vice-Admiral Sir Gerard H. Noel, who had the "Astraea" as flagship. All the vessels left the harbour early in the day for what any Japanese Admiral would call a "certain place," and after night fall they bore down upon the island with all lights out to conceal the invasion.

During the day, too, the men of the garrison and a number of Volunteers were posted in "certain places" on the island, but particularly in all the forts—Lyman, Devil's Peak, the Sanatorium, Belcher's and Stoney's—all being named. The guns necessary for the defence of the Colony had been placed in position days before and most of the men knew their duties. The military tactics were under Colonel Western, of the Royal West Kents, while Major General Hutton was at Headquarters throughout the night. The defenders had counted upon most things being complete, and were certain of being able to resist to the death any audacious "army" that might attempt to make a landing. But they left out of their calculations General Fog. He swooped upon them and proved their worst antagonist.

The men on the foreshores at the back of the island were able to discern objects some distance away, but those posted on the heights were rendered almost helpless, not knowing whether an approaching step was that of friend or foe. Consequently it is not to be wondered at that the defenders occasionally relieved the monotony by capturing some of their own men.

There was considerable anxiety throughout the early part of the night and telephones were kept going vigorously. Stations were established at various places at the rear of the island, and it was some of the watchers at Telegraph Bay who first detected a cruiser creeping inshore. It was the "Iphigonia," and she practically commenced the attack. Later on the "Hogue" was discovered. It was then before midnight and a landing party from these ships succeeded in getting ashore. The "Astraea" and "Andromeda" disembarked their troops near Aberdeen, and though strenuous efforts were made to eject them by troops which were rushed forward to oppose them, the invaders were too strong and took possession of good position which they held with ease.

The battery at the Sanatorium station bore the brunt of the initial attack, and was compelled to fight grimly until the invaders struck their route towards the west. They had given the Sanatorium section a drubbing and were marching along the Pokfulam road to attack the front of the island. Those about to be attacked knew that the enemy were approaching but that was all. They could not see them and could not hear them. But soon they felt them. There was a sudden attack upon Belcher's and very soon the troops there were seriously involved. The battery did its best to resist, but the guns were silenced and the position captured after a desperate engagement. The victors, in full force, though their ranks should have been somewhat thinned, then took the same road and marched on to take the Transvaal, which, I understand they captured. It is said the defenders afterwards recaptured Belcher's fort but whether or not it was after the notice, "This fort has been captured" had been posted, I cannot say.

In fact the ruse by which the invaders secured admittance to the fort was a clever one. The picket was surrounded and captured, and they were forced to give the countersign to their conquerors. The commandant then boldly advanced on the fort, and, when challenged, gave the countersign and was admitted. He promptly switched off the electric lights, and his men attacked the fort.

The forts about Lyman had very little work to do. They were in rather a pickle owing to the mist that hung over the water, but they successfully detected a torpedo-boat destroyer attempting to rush the harbour entrance, and sank her. After that I believe there was little for them to do. The invaders knew too much to waste many ships in an endeavour to glide through the narrow entrance. The flashlights were too strong and they preferred to leave well alone and tackle the more invulnerable western entrance.

The batteries on Stoney's had some fighting to do, and the Volunteer Engineers who were manning the search lights discovered a torpedo boat destroyer endeavouring to force a passage into the harbour. She first of all carried her mast head lights but when fired upon retired. She later put her headlight out, and made an attempt to enter but was again discovered and subjected to heavy fire. Subsequently she was seen to the rear of Stoney's, where she was quickly placed out of action. Other torpedo-boats were also discovered fitting about and it is reckoned that two or three were sunk.

Although it was believed that every attempt to enter the harbour had been frustrated, still one picket boat at least slipped through and actually made its way up to the new naval dock. It entered the chamber, and its object was obvious. Near at hand was the office of Major General Hutton, and the telephones over which directions are being sent. The officer in charge of the picket boat conceived the daring plan of capturing the line in his den and rendering the den inhabitable. But from what I can hear he was somewhat out in his reckoning—or his intelligence was bad. He contemplated landing in an unguarded place, but when the boat drew into the chamber she was promptly fired upon and the men in attempting to land were compelled to take part in a hand to hand fight. The result was the capture of the officer, men and boat. I have not heard the fate of the officer but I suppose he will be now chewing the cud of defeat in a military prison—or he ought to be.

It was difficult, for obvious reasons, to get a grasp of the whole position of affairs, but from several occurrences it can be taken for granted that the invaders got the best of the night and annihilated most of the defenders or imprisoned them. The telephones, I understand, were manned by members of the Civil Service, but from what I can hear the sharpshooters among the Volunteer Reserve Association were not called upon to exhibit their prowess. The absence of a call to arms assured them that all was well, and they consequently remained snugly in the blankets. It was the best place for them.

I noticed, however, some of the Volunteer Troop out, defying the fog and rain, and they looked chilly. They did not assemble for duty until 8.15 p.m. when Lieut. Gresson divided them into three sections, and despatched them in various directions to be engaged as dispatch riders. They covered a lot of ground between them and were extremely useful. This is the first great opportunity that the Troop has had of displaying its usefulness and its work has night justified its existence and placed a feather in the cap of His Excellency the Governor—the founder. The ponies stood the work well.

The Volunteers were divided into three sections. The two Army sections manned guns at Wong-nai-chong Gap and Lyman, respectively, while the Buffs' section did yeoman service at Stoney's Island. The Wong-nai-chong section were under the command of Lieutenant North and Plummer and made an early start for duty at 8.15 p.m. when Lieut. Gresson divided them into three sections, and despatched them in various directions to be engaged as dispatch riders. They covered a lot of ground between them and were extremely useful. This is the first great opportunity that the Troop has had of displaying its usefulness and its work has night justified its existence and placed a feather in the cap of His Excellency the Governor—the founder. The ponies stood the work well.

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Fighting practically lasted from midnight until about six o'clock this morning, when the Indian troops were ordered to the barracks to be conveyed to Kowloon. The other troops proceeded back to barracks during the morning.

THE THIEVES OF CHINA.

Highwaymen and Pirates.

(For the CHINA MAIL.)

SARINE, JANUARY 31.

I am sitting by the sea side about thirty miles south of Breaker Point, waiting for a launch that seems to be in no hurry to come.

Quite near lies what remains of the steamer "Alcoa," that went down last July.

I am reminded of her by a man who comes to present me with two of her charts. Five months ago thirteen charts were offered to me for ten cents.

Within my view, too, is the spot where the barque "Collingrove" met her fate during the typhoon on August 25 last. The papers belonging to her were considered by the Chinese to be much more valuable than the chart of the "Alcoa," as the discharge certificates of the first mate were passed and accepted as ten dollar notes.

One constantly comes across the spoils of the sea in the houses in these parts—attain chairs, buckets bearing the names of the ships, and head gear of various kinds are frequently met with. The very latest thing I have seen is a boat in great condition bearing on her stern "Workfield," Belfast. The Chinese will sell it to you for \$20, Mr. Editor. It is worth more. [We have no use for ship's boats, thanks—Ed.]

I am writing in the open air, and the Chinese are crowding round me, so you will pardon me, Sir, if I let my mind and my pen turn to a subject that is ever with these people, viz., thieves.

You mark the end of the year in Hongkong by an increase in the number of fires. We mark it by an increase of the number of the thieves. They are always with us, waiting on the lonely roads or on the hill passes, or in their boats in the sheltered bays. But during the twelfth moon the ordinary brigade is largely reinforced so that travelling by road or by water becomes risky. The authorities seem quite unable to control this state of lawlessness.

Two miles from where I am lives old Liu, the erstwhile leader of the Black Flags, who will be known to history as having established the short-lived South Formosan Republic. He is head of the military for the district, but being over seventy years of age and a confirmed opium smoker he is no use as a terror to evildoers. The District Magistrate, especially the younger men, seem to realise the grave state of matters, but they have not the organisation fitted to cope with the situation.

During the seventh moon of this year one village became notorious for the number of robberies that took place in its vicinity. One day six different bands of travellers were robbed. The Magistrate put a proclamation on a piece of bluff, saying he would seize the thieves in the eighth moon. Before the eighth moon showed itself the robbers were safe, and the village, busy in the blessed island of Hongkong.

Last Sunday the Magistrate tried another game. He came upon a village and, only and carried away half a dozen characters whom no one will miss. The methods of these thieves are barbarous in the extreme. Not only do they rob their victims of money, goods, and even clothes, but they should be followed to their dens, they incapacitate them, sometimes cutting the Achilles tendon, or making big gashes along the soles of the feet. I saw a man last summer who had thirteen gashes on the sole of one foot, many of them from too to heel.

Journeying by sea is, if anything, more dangerous than journeying by land. To-day there are twenty or thirty boats lying idle, in any one of which I might cross the sea, and shorten my journey considerably, but no money will tempt them to leave the shore. They know better than I do, I suppose, that they would be thereby risking their boats and their lives at the hands of pirates.

The recent piracy of the launch "Hoikong" has shaken the faith of the Chinese in what their hitherto believed was an absolutely safe method of travelling. The piracy of the "Hoikong" was not unlike that on the "Nanook," fifteen or sixteen years ago. In both cases the pirates came on board as passengers at Hongkong, and in both cases the confederates were waiting at Peking, which is inside of Mendoza Island. In the case of "Nanook" a boat was waiting to carry away the spoils. In the case of "Hoikong" a boat with seven men was waiting with an innocent looking basket in which revolvers were hidden. In both cases the confederates were waiting at Peking, which is inside of Mendoza Island. In the case of "Nanook" a boat was waiting to carry away the spoils. In the case of "Hoikong" a boat with seven men was waiting with an innocent looking basket in which revolvers were hidden.

When suffering from a cold and a severe attack of pneumonia, secure a bottle of Chamberlain's Cough Remedy and use it judiciously. There is no danger from this disease when this remedy is used. It always cures and cures quickly. For sale by All Dealers; Watkins & Co., Ltd., General Agents.

SPORTING.

The Regatta.

Should weather conditions be favourable for the rowing events in connection with the Hongkong Regatta, to be decided on Saturday, the spectators will probably be treated to some of the finest rowing seen here for many years. Competition, with the possible exception of the Junior's race, is very keen and most of the crews are already in the best of condition. The Juniors, we are sorry to observe, seem to lack enthusiasm and are training very indifferently, but that perhaps is not a matter for wonder where Hongkong youths are concerned.

The first race of the day is the Gigs Race, for which there are three entries. As the Naval crew is at present practically an unknown quantity their chances can hardly be discussed. The other crews are well matched, and should provide a close race. Musso's crew appears to be a shade the better of the others although Musso seems to be somewhat overtrained.

Two ladies shown by the Juniors in training does not argue well for the keenness of the race, which in all probability will be somewhat of a struggle. Barlow's crew have trained more consistently than any of the others and should win, with Gidley's crew second, and Pearce's third. On paper the Interport race seems to be a very close affair, but for Canton, who should win without over exerting themselves.

The race of the day—the Governor's Cup—will be keenly contested, and should result in a win for the Dock crew. They have trained assiduously and have had the able assistance of Mr. G. Caldwell, whose knowledge of rowing makes him invaluable as a cox. The "Albion" crew have gained considerable supporters of late, and may finish ahead of the Royal West Kents, while the Civil Service will probably be last.

The Interport Pairs looks like going to Canton again, although indications point to a good race. The Tab race is also likely to be contested by Canton, for with two men like W. Imhoof and L. Duran starting their chances are an excellent one. With such a fair chance, so does Musso, if he starts, and the "Albion" representative is said to show fine form. However, Canton representatives seem to hold the others safe.

The other races are open, and will provide good sport. It is confidently expected that the "Kwong Tung" will be crowded with spectators, and it is to be hoped that a large number of ladies will accept the Committee's invitation and be present. Canton's representatives are: Interport Pairs—Bollman, bow; C. Allen, 2; B. Leslie, 3; W. Imhoof, stroke; and A. W. Parnell, Cox. Interport Pairs—W. Imhoof and R. Leslie; A. W. Parnell, Cox. Tab sailing—W. Imhoof; L. Duran.

Training Notes. The attendance at the race-course was fair this morning, the intense cold being responsible for a falling off in numbers. All the ponies used the inside course, and some fair form was shown. K.O.S.U. went very well, but the best gallop of the griffin was that put up by the Duke, 1.41 for three-quarters. The times were:

SUBSCRIPTION CRIPPLES. Mick (Simcox), one mile, 40s, 1.17, 1.55, 2.25. K.O.S.U. went very well over half-a-mile, the last quarter being 32s. The Lofer easily beat the Count in a mile and a quarter gallop, the last mile being 38, 1.15, 1.49, 2.26. Praps (Vick) and Praps Not, three-quarters, 33, 1.07, 1.40, last quarter 32s. Titmouse and Forward, three-quarters of a mile, last half 34, 1.10. Sport Royal beat Highlander, on a mile gallop, the times being 36s, 1.15, 1.53, 2.25.

Cebu (Gegg) one mile, 33, 1.06, 1.42, 2.20. The three-quarters, evidently having started off too quickly. Bijou, half-a-mile, 34s, 1.10. The Spirit, half-a-mile, 35s, 1.07s, 1.46. Lark, three-quarters, 37s, 1.12s, 1.46. Black Monday, three-quarters, 37, 1.10s, 1.44.

The Duke, three-quarters, 33, 1.07s, 1.41. Ching, three-quarters, 36s, 1.09, 1.42. Ching appeared rather stiff. W. V. H. and Berkeley over three-quarters, 34, 1.08, 1.42. Prairie King beat Jungle King over three-quarters of a mile in 32s, 1.05, 1.40. High Frequency and Silver Queen, Rose were together in a gallop over three-quarters of a mile, time at 34s, 1.06, 1.42.

CHINA POINT CRIPPLES. Saxon King, in blankets, went one mile, 33, 1.00, 1.40, 1.18s. Norman King, went one mile and three-quarters, the mile and a half being done in 2s, 1.11, 4.13, 2.19, 2.53, 3.26s. Canton King, one mile and a half, 41, 1.17, 1.53, 2.25, 3.14, 3.38. Opome and Heythrop, three-quarters of a mile, 35, 1.08s, 1.41s. Nomination, three-quarters, 28s, 1.10s, 1.46.

CHINA POINT. Patrimony and Reliance, went a mile, the three-quarters being timed at 35, 1.10s, 1.40. Co. Canby went very well over half a mile, 15, 1.06. Aladdin covered a mile, the last three-quarters being 26s, 1.10s, 1.43. Zodiac galloped a mile in last time, 33, 1.07, 1.41, 2.13. 5s, 2s, 1.45s, last three-quarters, 35, 1.10s, 1.45s. Beanecco went a mile, being joined by Hackenschmidt after going half a mile. Times for the last three-quarters were 34, 1.09s, 1.44s.

The circus poster is to be done away with in America, the proprietors of the largest circuses having decided to discontinue advertising in that mode and henceforth make the newspapers the principal medium for their announcements. As the American circus proprietors are amongst the keenest and most extensive of advertisers their example may bear good fruit in lessening the number of unsightly advertisements appearing at present so conspicuously displayed in American and European papers.

RHEUMATISM is cured by Chamberlain's Pain Balm. One application relieves the pain. For sale by All Dealers; Watkins & Co., Ltd., General Agents.

CORRESPONDENCE.

THE BEACHCOMBER QUESTION.

(To the Editor of the CHINA MAIL.)
SIR, QUESTION.—Who allowed the present unemployed and distressed people to land in this Colony?

ANS.—The Government.
QUESTION.—Who has to support them?

ANS.—The Government.
QUESTION.—Why?

ANS.—Because they allowed them to land in this Colony.
QUESTION.—The Colonial Secretary is reported to have said that if things came to a pinch, the Government would certainly move in the matter. Why don't they move in the matter now?

ANS.—Because they want to saddle the community with the responsibility of supporting the poor, if they can.
QUESTION.—Can this be proved?
ANS.—Yes. They turned a lady, coming into a Governmental one, and some who appeared to be "Agin the Government" were with the Government all the time. Somebody must give the Government the opportunity of saying what they want to say. Diplomacy is a great art. Question.—Is it right for the community to support the poor?

ANS.—Yes, if the poor are of this Colony, but if they are British subjects, and not of this Colony, the Charity becomes an Imperial one, and they must be supported by the community as a body.
QUESTION.—How can this be done?
ANS.—As all rates collected for the benefit of the Community are deposited with the Government, the only body able to dispense money for the whole of the Community is the Government of the Colony, therefore: The Government must support out of the rates all British Subjects who do not belong to this Colony and who are unemployed and in distress.

Yours faithfully,

Q. E. D.

HONGKONG, February 9.

We have been compelled, owing to lack of space, to hold over another letter on this question.

BY WHARF AND WAVE.

The S.S. Pekin from Singapore met with cold weather and strong winds 195 miles from Hongkong.

During the quarter ended December 31 vessels launched in the United Kingdom totalled 120 and those commenced 177.

The S.S. "China" had a cold run from the north. On the 6th and 7th she was compelled to anchor for 22 hours in a snow storm above Steep Island.

President Roosevelt has issued an order directing the secretary of commerce and labor to have the lighthouse board prepare estimates for the erection of suitable lights, either lighthouses or lightships, at Midway islands in the Pacific Ocean.

Of the vessels under construction in the United Kingdom at the end of December, 315 of 748,177 tons were under the supervision of the Surveyors of Lloyd's Register with a view to classification by that Society. In addition, 43 vessels of 110,761 tons were building abroad with a view to classification. The total building under the supervision of Lloyd's Register was, thus, 358 vessels of 858,940 tons.

From the Returns compiled by Lloyd's Register of Shipping, it appears that, excluding warships, there were 403 vessels of 1,049,860 tons gross under construction in the United Kingdom at the close of the quarter ended 31st December, 1904. Of these 371 were steam with a gross tonnage of 1,037,738 and 403 sail with a gross tonnage of 1,049,860. The tonnage under construction is now about the same as it was at the end of September, 1904. Compared, however, with the total reached in September, 1901, which is the highest on record, the present figures show a reduction of about 353,000 tons.

To-day's Advertisements

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature, and to take immediate delivery of their Goods from alongside.

Cargo impeding discharge and undelivered by MONDAY, the 13th instant, at Noon, will be landed and stored at Consignee's risk and expense.

No Fire Insurance will be effected.

E. W. TILDEN, Agent.

HONGKONG, February 9, 1905.

NOTICE TO CONSIGNEES.

THE PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER PEKIN.

FROM ROMBEY AND STRAITS.

Consignees of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed at their risk in the HONGKONG and KOWLOON WHARF and GARDEN COMPANY'S Godowns at Kowloon where each Consignee will be served out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 16th inst, at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWITT, Superintendent.

HONGKONG, February 9, 1905.

To-day's Advertisements

The Only Safe Gauge is the KLINGER REFLEX WATER GAUGE.

No Boiler should be without it.

As supplied to the British and Foreign NAVIES and LEADING STEAMSHIP COMPANIES all over the World.

For Particulars, apply to

LANE, CRAWFORD & Co., or
MR. D. MACDONALD, Hongkong.

Or to
RICHARD KLINGER & Co.,
66, Fenchurch Street, London, E.C.

HONGKONG, January 7, 1904.

NOTICE.

COMPETITIONS for SPOONS will take place on the KOWLOON BOWLING GREENS on SATURDAY, 4th instant. Players are requested to be on the Green at 2.30 p.m.

D. GOW,
Hon. Secretary.

HONGKONG, February 9, 1905.

WANTED.

A Situation as NURSE to Children. Please apply to
Care of "CHINA MAIL" Office.

HONGKONG, February 9, 1905.

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, on

SATURDAY, the 11th February, 1905, at 2.30 p.m., at his SALES ROOMS, QUEEN'S ROAD,—

A FINE ASSORTMENT OF JAPANESE CURIOS, comprising:—

Old SAKURA, PAIR OF GONCHONS, BROWNS, IVORIES, INLAID PANES, LADIES' PURSES, MAKUZE VASES, ALBUMS AND ORNAMENTS, DRESSING GOWNS and BLOUSES.

By Order,
V. I. REMEDIOS,
Auctioneer.

HONGKONG, February 9, 1905.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

THE THIRTY-SIXTH ORDINARY MEETING of SHAREHOLDERS in the Company will be held at the COMPANY'S OFFICES, No. 3, Queen's Road Central, Victoria, on THURSDAY, the 10th March at 12 o'clock Noon, for the purpose of receiving a statement of Accounts and the Report of the Directors for the year ending 31st December, 1904.

The TRANSFER BOOKS of the Company will be CLOSED from the 24th inst., to the 9th proximo, both days inclusive.

By Order,
C. PEMBERTON,
Acting Secretary.

HONGKONG, February 9, 1905.

Entertainments.

THEATRE ROYAL.

February 10th and 11th.

HERR ALBERT FRIEDENTHAL,

THE WORLD-BEOWNED PIANO-VIRTUOSO.

FIRST RECITAL

FRIEDENTHAL will play Beethoven's Moonlight Sonata.

Overture to "TANNHAUSER."

FRIEDENTHAL will play The Storm Scene from the "FLYING DUTCHMAN."

—A Selection by Chopin, Schubert, Liszt, etc.

HERR FRIEDENTHAL

will perform on a BECHSTEIN CONCERT GRAND.

Plans at the ROBINSON PIANO CO. LTD.

HONGKONG, February 7, 1905.

HONGKONG PHILHARMONIC SOCIETY.

A CONCERT will be given by the above Society in the THEATRE ROYAL, on THURSDAY, 16th February, at 9 p.m., under the distinguished patronage of His Excellency the Governor. The Programme will consist of:—Orchestral Pieces, Solos and Vocal Cantata—"THE REVENGE," Tennyson's Poem set to music by C. V. Stanford, performed by the Choir and Orchestra.

Tickets, price 5s, 3s, and 1s, obtainable at the Robinson Piano Co.

HONGKONG, February 9, 1905.

THE WINE GROWERS SUPPLY CO.

DIRECT IMPORTERS OF WINE, BEER AND SPIRITS from well-known GROWERS, BREWERS and DISTILLERS.

PRICES LIST ON APPLICATION.

BARRETT & CO., Agents.

No. 22 & 24, BARK B. BUILDING, Queen's Road.

ROBINSON PIANO COMPANY, LTD.

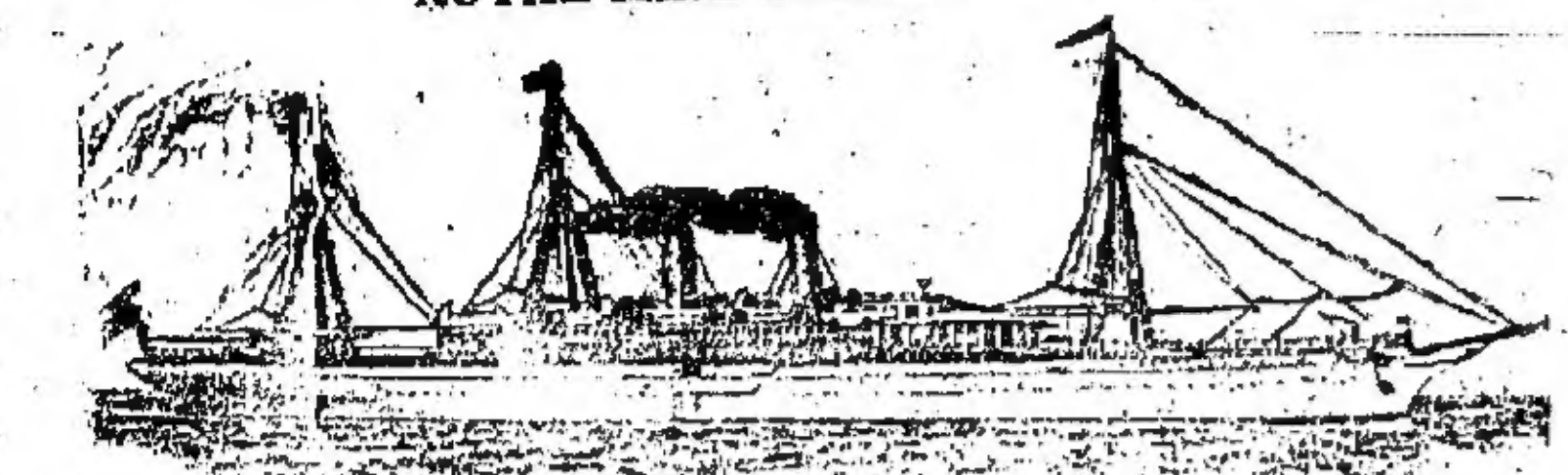
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Shipping.

PENINSULAR & ORIENTAL STEAMSHIP
NAVIGATION COMPANY

NAME	STEAMERS	TO SAIL ON	REMARKS
LONDON, &c.	Simple	Feb. 11th	See Special
SHANGHAI	P. R. SUMNER	Feb. 11th	Advertisement
YOKOHAMA, via SHAL MOJI	G. PHILLIPS	Feb. 11th	Freight and
and KORE (Passing through	E. P. MARTIN, R.M.R.	Feb. 11th	Passage.
the INLAND SEA.)	W. W. COCKE, R.M.R.	Feb. 11th	Freight only.
KORE DIRECT	S. BARHAM	Feb. 11th	Freight and
MAINSAIL, LONDON &			Passage.
ANTWERP DIRECT, via			
ST. PAUL, PANG, CUBO, and			
Port Said			

For further particulars, apply to E. A. HEWETT, Supercargo.

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE.
VIA CANADA AND THE UNITED STATES.
Call at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.
Sailing 3 to 7 days across the Pacific.

PROPOSED SAILINGS FROM HONGKONG.	(Subject to Alteration.)
R.M.S. EMPRESS OF JAPAN	6000 TONS, WEDNESDAY, Mar. 8.
R.M.S. ATHENIAN	3800 TONS, WEDNESDAY, Mar. 15.
R.M.S. EMPRESS OF CHINA	6000 TONS, WEDNESDAY, Mar. 22.
R.M.S. EMPRESS OF INDIA	6000 TONS, WEDNESDAY, April 19.
R.M.S. TARTAR	4425 TONS, WEDNESDAY, April 26.

Hongkong to London, 1st Class, via St. Lawrence 490, via New York 562.
Intermediate on Steamers, £40, and the Ocean Rail, £40.

THE magnificent 'EMPEROR' STEAMSHIPS passing through the famous INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PACIFIC OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. TARTAR and ATHENIAN carry INTERMEDIATE Passengers only at intermediate rates, affording superior accommodation for that class. Passengers booked through to all principal ports and AROUND THE WORLD. SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Guides, Books, Rates of Freight and Passage, apply to HONGKONG, February 8, 1905.

PORTLAND AND ASIATIC
STEAMSHIP COMPANY.

SAILINGS FROM HONGKONG, via INLAND SEA OF JAPAN, MOJI, KORE & YOKOHAMA, FOR PORTLAND, OREGON.

OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP, TONS, CAPTAIN, TO SAIL AT DAYLIGHT ON.

ARABIA 4483 BAILE Feb. 13, 1905.

ARAGONIA 5198 SCHULTZ Mar. 5, 1905.

NICOMEDIA 4370 WAGNER Mar. 31, 1905.

NUMANTIA 4370 BREMER April 20, 1905.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to.

PORTLAND & ASIATIC STEAMSHIP COMPANY.

Hongkong, January 28, 1905.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

For

FOOCHOW DIRECT

ANPING, via SWATOW, AND AMOY.

TAMUI, via SWATOW AND AMOY.

TAMUI, via SWATOW AND AMOY.

ON account of the present state of political affairs, all the Company's new Steamers have been requisitioned for Transport Service, and the above-named chartered Steamers have been secured instead for maintenance of the Company's Coastal Services. As soon as the state of Affairs permit the Company will resume running with its special, designed new Steamers.

For Freight, Passage and further information, apply at the Co.'s local Branch Office, at No. 8, Des Voeux Road Central.

T. ARIMA, Manager.

Hongkong, February 8, 1905.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP CO. BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY CO.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA B.C. AND TACOMA

VIA

MOJI, KORE AND YOKOHAMA.

Steamers, Tons, Captains, To Sail.

HYADES 3753 Geo. Wright About Feb. 15.

PLEIADES 3753 P. G. Purinton About Feb. 15.

SHAWMUT 3906 W. M. Smith About Mar. 24.

Charge only.

FOR MANILA.

The largest, steadiest, and most comfortable steamers for Manila.

A.S. SHAWMUT 3906 tons Capt. W. M. Smith About 14th March.

S.S. TREMONT 3906 tons Capt. T. W. Garlick About 14th April.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND

CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The Twin-screw s.s. Shawmut and Tremont have just been fitted with very superior accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

ARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, Apply to

Dodwell & Co., Limited,

GENERAL AGENTS.

C. JENK BUILDINGS, Hongkong, January 30, 1905.

Shipping.

OCEAN STEAM SHIP COMPANY, LIMITED,

AND

CHINA MUTUAL STEAM NAVIGATION

COMPANY, LIMITED.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.

MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL

EUROPEAN, NORTH AND SOUTH AMERICAN, WEST

AUSTRALIAN, JAVA, AND SUMATRA PORTS.

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Shipping.

PACIFIC MAIL S.S. CO., OCCIDENTAL AND

ORIENTAL S.S. CO., TOYIO KISEN KAISHA.

U.S. MAIL LINES.

VIA HONOLULU.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED

STATES, MEXICO, CENTRAL AND SOUTH AMERICA,

AND EUROPE.

Only line taking the warm Southern Route across the Pacific, via HONOLULU, the most fertile and beautiful island of the Pacific.

PROPOSED SAILINGS FROM HONGKONG.

CHINA 8,000 Gross Tons, FRIDAY, 17th February, at Noon.

MANCHURIA 13,639 " SATURDAY, 25th February, at Noon.

DORIC 4,781 " SATURDAY, 11th March, at Noon.

KOREA 11,276 " FRIDAY, 24th March, 1905, at Noon.

COPTIC 4,382 " TUESDAY, 4th April, at Noon.

SIBERIA 11,284 " SATURDAY, 15th April, at Noon.

MONGOLIA 13,639 " TUESDAY, 2nd April, at Noon.

Record Trip Yokohama to San Francisco made by s.s. KOREA, 11,276 tons, Oct. 15th-23th, 1902; 10 days, 15 hours.

THE P. M. Steamship CHINA will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU, on FRIDAY, the 17th February, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

E. W. TILDEN, Agent.

Hongkong, February 8, 1905.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship HATCHING

Captain HENRY, will be despatched for the above Ports on FRIDAY, the 10th instant, at 10 a.m.

For Freight or Passage, apply to DOUGLAS LAFAIR & Co., General Managers.

Hongkong, February 8, 1905.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship LOONGSANG,

Captain C. S. WIGGALL, will be despatched as above on FRIDAY, the 10th inst., at 10 a.m.

This Steamer has superior Accommodation for First-class Passengers, and is fitted throughout with Electric Light.

For Freight or Passage, apply to JARDINE, MATHEWSON & Co., General Managers.

Hongkong, February 7, 1905.

EASTERN & AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Tins, Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship EMPIRE,

Captain HELMS, will be despatched for the above Ports on TUESDAY, the 14th February, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Surgeon and a duly qualified Surgeon are carried.

M.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, January 21, 1905.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship GREGORY APCAR,

Captain J. G. CAMPBELL, will be despatched for the above Ports on TUESDAY, the 14th inst., at 3 p.m.

For Freight or Passage, apply to D. SASSOON & Co., Ltd., Agents.

Hongkong, February 8, 1905.

MESSAGERIES MARITIMES

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, INDIA, ADEN, EGYPT, MARSEILLES, LONDON.

HAVRE, BORDEAUX, MEDITERRANEAN, AND BLACK SEA PORTS.

THE Steamship POLYNESIE,

Captain BROU, will be despatched for MARSEILLES on TUESDAY, the 21st February, 1905, at 1 p.m.

Passage Tickets and through Bills of Lading issued for above ports.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:—

S.S. CALEDONIE March 7, 1905.

S.S. OCEANIE March 21, 1905.

S.S. TOUTANE April 4, 1905.

L. BRIDOU, Acting Agent.

Hongkong, February 7, 1905.

NOT RESPONSIBLE FOR DEBTS.

NEITHER the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels during their stay in Hongkong Harbour:—

FORN HALL, British Steamship, Captain P. A. Logan—Standard Oil Co.

Hongkong, February 8, 1905.

CHINA NAVIGATION CO., LD.

FOR SHANGHAI, HONGKONG, TAIWAN, &c.

FOR SHANGHAI, HONGKONG, TAIWAN, &c.

FOR SHANGHAI, HONGKONG, TAIWAN, &c.

FOR SHANGHAI, HONGKONG, TAIWAN, &c.

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